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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions
affecting Transport

(Ninety-fourth session, 21-25 February 2000,
agenda item 7 (c) (vii))

**CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS
UNDER COVER OF TIR CARNETS (TIR CONVENTION, 1975)**

Improved procedures in the use of TIR Carnets by transport operators

Note by the secretariat

1. With a view to reducing the possibilities for fraudulent discharge of TIR Carnets at Customs offices of destination, the Working Party, at its eighty-ninth session, had a first exchange of views on the feasibility of recommending or prescribing in the Convention that the holder of a TIR Carnet or his agent (driver) should deal directly with Customs officers in the discharge of TIR Carnets. It had felt that, in principle, the procedure described in secretariat document TRANS/WP.30/R.196 was in line with the provisions and the spirit of the Convention. Since the TIR Carnet was a Customs document providing also proof of a financial guarantee by the transport operator, the transport operator had the right to insist on dealing directly with Customs officers in the discharge of TIR Carnets (TRANS/WP.30/178, paras. 55-58).

2. At its ninety-second session, the Working Party reviewed secretariat document TRANS/WP.30/R.196 as well as informal document No. 3 (1998) prepared by the International Road Transport Union (IRU) and felt that the procedures proposed therein were in line with the provisions and the spirit of the Convention. The secretariat and the IRU were requested to prepare on this basis concrete proposals, including specimen forms of special vouchers for inclusion into the TIR Carnet as well as a draft comment on this matter, for consideration by the Working Party (TRANS/WP.30/184, paras. 55 and 56).

3. In accordance with this mandate, the secretariat has prepared, as a first step, the following draft comment for inclusion into the TIR Handbook. At a later stage, possibly as part of Phase III of the TIR revision process, further measures, such as the inclusion of special vouchers into the TIR Carnet (as proposed by the IRU) may be considered.

“Comment

Improved procedures in the use of TIR Carnets by transport operators

In some Contracting Parties the transport operator has not direct contacts with the competent Customs officials at the Customs office of destination before the consignee or his agents undertake the necessary Customs formalities for clearance of goods for home use or by any other Customs procedure following the TIR transit operation. With a view to allowing the transport operator or his driver to verify that the TIR procedure is properly terminated by the competent Customs officials, the transport operator or his driver are allowed, if they so wish, to keep the TIR Carnet and to provide the consignee or his agents only with the yellow voucher No 1/No 2 (not for Customs use) in the TIR Carnet, together with any other required documentation. Following the clearance of goods for home use or by any other Customs procedure, the transport operators or his driver should then proceed in person to the competent Customs officials to have his TIR Carnet certified.”
